

# EVALUATION OF FLUSH-MOUNTED, S-DUCT INLETS WITH LARGE AMOUNTS OF BOUNDARY LAYER INGESTION

Bobby L. Berrier and Melissa B. Morehouse  
NASA Langley Research Center  
Mail Stop 499  
Hampton, Virginia 23681-2199

## Abstract

A new high Reynolds number test capability for boundary layer ingesting inlets has been developed for the NASA Langley Research Center 0.3-Meter Transonic Cryogenic Tunnel. Using this new capability, an experimental investigation of four S-duct inlet configurations with large amounts of boundary layer ingestion (nominal boundary layer thickness of about 40% of inlet height) was conducted at realistic operating conditions (high subsonic Mach numbers and full-scale Reynolds numbers). The objectives of this investigation were to 1) provide a database for CFD tool validation on boundary layer ingesting inlets operating at realistic conditions and 2) provide a baseline inlet for future inlet flow-control studies. Tests were conducted at Mach numbers from 0.25 to 0.83, Reynolds numbers (based on duct exit diameter) from 5.1 million to a full-scale value of 13.9 million, and inlet mass-flow ratios from 0.39 to 1.58 depending on Mach number.

Results of this investigation indicate that inlet pressure recovery generally decreased and inlet distortion generally increased with increasing Mach number. Except at low Mach numbers, increasing inlet mass-flow increased pressure recovery and increased distortion. Increasing the amount of boundary layer ingestion (by decreasing inlet throat height) or ingesting a boundary layer with a distorted (adverse) profile decreased pressure recovery and increased distortion. Finally, increasing Reynolds number had almost no effect on inlet distortion but increased inlet recovery by about one-half percent at a Mach number near cruise.

## Symbols

AIP	Aerodynamic Interface Plane
$A_h$	inlet highlight area, $m^2$
$A_i$	inlet throat area, $m^2$
A0AH	Inlet mass-flow ratio
$A_2$	diffuser exit (fan face) area, $m^2$
a	inlet lip length (longitudinal distance between highlight and throat), m
BLI	Boundary Layer Ingesting (or Ingestion)
BWB	Blended Wing Body
b	inlet lip height (vertical distance between highlight and throat), m
DPCP <sub>avg</sub>	average SAE circumferential distortion descriptor
DPRP <sub>max</sub>	maximum SAE radial distortion descriptor
$D_2$	diffuser exit (fan face) diameter, m
$H_i$	inlet throat height, m
$\square H$	inlet offset (vertical distance between throat centroid and exit centroid), m
L	inlet diffuser length (longitudinal distance from throat to exit), m
M	free-stream Mach number
PAV <sub>i</sub>	average total pressure of ring i, kPa
PAVLOW <sub>i</sub>	average total pressure of low total-pressure region for ring i, kPa (see ref. 13)
$P_{TBL}$	boundary layer rake total pressure, kPa
$P_{T0}$	free-stream total pressure, kPa
$P_{T2}/P_{T0}$	pressure recovery
$P_{T2}$	average AIP total pressure, kPa
Re <sub>D2</sub>	Reynolds number based on diameter of AIP
Re/m	Reynolds number per meter
$T_{T0}$	free-stream total temperature, K

$W_i$	inlet throat width, m
$W_{2C}$	AIP full-scale corrected mass-flow rate, kg/s
$z$	distance above tunnel wall, m
$\delta$	tunnel wall boundary layer thickness at inlet face, m

## Introduction

Highly integrated boundary layer ingesting (BLI), offset or S-duct aircraft inlets have the potential benefits of reduced drag, size and weight by eliminating the boundary layer diverter and shortening the inlet duct; reduced ram drag by reducing the momentum of the inlet flow (ref. 1); and lower observability. However, to obtain these benefits from a system level requires that high pressure recovery and acceptable distortion levels be maintained for engine operation. The use of S-duct inlets is not new, even for commercial vehicles. The Boeing 727 (ref. 2) and Lockheed L-1011 successfully utilized offset or S-duct inlet designs. In addition, as many new military aircraft have diverterless S-duct inlet systems, design issues have obviously been solved when the inlet is integrated on the forward portion of the vehicle with small boundary layer heights to ingest. Design guidelines for S-duct diffusers without significant amounts of BLI seem to be well understood (refs. 3 and 4). However, design issues become somewhat more intractable when the inlet is integrated on the aft portion of the vehicle. The early Blended-Wing-Body (BWB) transport configuration (refs. 5 and 6) with either a single mail-slot inlet or individual flush-mounted inlets is an example of this type of inlet integration. The BWB has approximately a 64-cm thick boundary layer near the wing/body trailing edge which is about 25-30% of the inlet height for a flush-mounted inlet on this configuration. Although this amount of BLI may be a formidable challenge, several studies have indicated large benefits for BLI (up to 10% reduction in fuel burn for example) if this problem can be solved.

Two of the major technical challenges that must be addressed for BLI, S-duct inlets integrated on the aft portion of the vehicle are the complex inlet aerodynamics and the potentially nonuniform engine-face flow distribution. The complex inlet aerodynamics are driven by thick, degraded boundary layers approaching the inlet, wing/body shocks at transonic speeds, and adverse pressure gradients caused by wing/body closure and inlet blockage. Nonuniform engine-face pressure distributions are driven by S-duct diffuser effects (secondary or cross-flows for example), ingested low momentum boundary layer flow, and internal flow separation. Failure to adequately resolve these issues will result in low inlet pressure recovery and high inlet pressure distortion thus reducing available thrust and engine operability and possibly wiping out the benefits realized from the configuration design.

A search of open literature revealed no experimental information on BLI S-duct inlet performance for inlets with large amounts of BLI operating at realistic conditions. Most BLI investigations reported in the literature either considered only small amounts of BLI (boundary layer thickness on the order of 10% inlet diameter) or were conducted at extremely low Mach and Reynolds numbers (refs. 7-10). The objectives of the current study were to develop a new high Reynolds number inlet test capability; evaluate the performance of S-duct inlets with large amounts of BLI (boundary layer thickness up to 30% of inlet height) at realistic operating conditions (high subsonic Mach numbers and full-scale Reynolds numbers); validate a CFD tool for inlet performance; and provide a baseline inlet for future inlet flow-control studies. This report will present the experimental results; CFD code validation is still in progress and will not be presented herein.

## Experimental Apparatus and Methods

**Facility:** An experimental evaluation of four BLI S-duct inlets was conducted in the NASA Langley Research Center 0.3-Meter Transonic Cryogenic Tunnel (refs. 11 and 12) at realistic operating conditions (Mach, Reynolds number and inlet mass-flow). This facility is a closed loop, fan driven tunnel with a 0.33-by 0.33-meter test cross section. The normal test medium is gaseous nitrogen which is injected as a cryogenic liquid that allows operating temperatures down to 77 K. It has a Mach range of 0.1 to 0.9 and a total pressure range from atmosphere to 6 bar. Utilizing the facility variable total pressure and total temperature capabilities, Reynolds numbers up to 328 million per meter can be obtained.

**Model:** In a contracted effort, four inlets were designed by the Boeing Company to fit in the design space of both BWB transport and military aircraft applications. The four inlet designs (two different throat

aperture aspect ratios of 0.95 and 1.42 with two inlet lip thicknesses,  $a/b = 2.0$  and  $3.0$ , for each) are shown in Figure 1 and are characterized by the geometry shown in Table 1. The semi-elliptical aperture was intended to potentially provide a favorable pressure field of the upper diffuser wall upon the lower diffuser wall. The thinner internal cowl forebody shape ( $a/b = 3.0$ ) was intended to provide better performance at  $M > 0.83$  than the thicker shape ( $a/b = 2.0$ ).

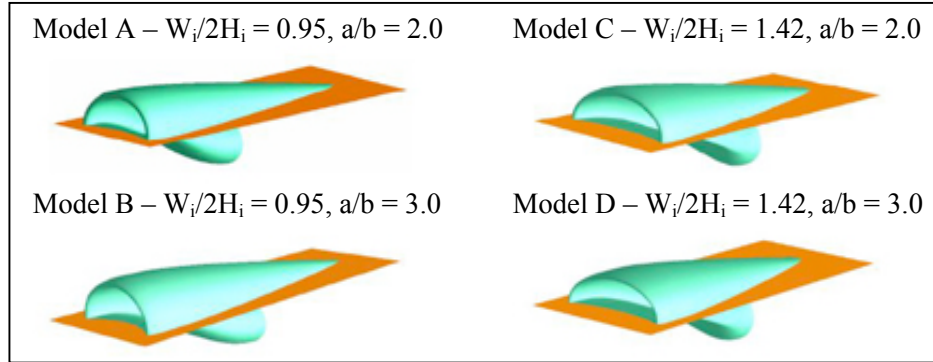


Figure 1.- Sketches showing 4 different inlet designs.

TABLE 1.- Inlet geometry parameters.

	Inlets A & B	Inlets C & D
Aperture shape	semi-circular	semi-elliptical
Inlet throat design Mach number	0.7	0.7
Diffuser $L/D_2$	3.08	3.14
Inlet area ratio, $A_2/A_h$	1.069	1.056
Duct offset, $\Delta H/L$	0.337	0.314
Nominal $\Delta H_i$	0.358	0.434

The tunnel wall boundary layer was used to simulate the boundary layer ingested by a BWB transport inlet (approximately 30% BLI). Since the facility boundary layer was not adjustable, estimated wall natural boundary layer height set the inlet scale at 2.5% to represent potential BWB transport inlet designs with  $\Delta H_i/H_i = 0.278$  (semi-circular inlets) and  $0.331$  (semi-elliptical inlets). The actual boundary layer height measured during the test was about 30 percent larger than the estimated height and resulted in the nominal  $\Delta H_i$  values shown in table 1. In an attempt to determine the impact of a different boundary layer profile on inlet performance, two “fences” fabricated from small gage wire were tested installed in front of inlet configuration A. All four models share the same diffuser centerline distribution; inlet configurations A and B share a common diffuser design and inlet configurations C and D also are share a common diffuser design. Geometric inlet area, which is larger than  $A_i$ , was designed to accommodate the ingested boundary layer by accounting for boundary layer displacement thickness. Finally, Gerlach shaping was utilized in the design of the diffuser cross sections to help control secondary flows in the diffuser.

A new tunnel sidewall was designed and fabricated such that the inlet models could be flush mounted directly on the wall. Figure 2 presents a photograph showing the inlet model mounted on the new sidewall. The inlet S-duct diffuser extended through the wall into the wind-tunnel plenum. A photograph showing the back (plenum) side of the inlet installation is shown in Figure 3. The outer wind-tunnel plenum wall was removed for this photograph. At the diffuser exit, the inlet flow enters an Aerodynamic Interface Plane (AIP) instrumentation section with a fan face total pressure rake and is then ducted through a mass-flow plug assembly. The mass-flow plug assembly includes pressure and temperature instrumentation and a calibrated bellmouth/plug combination that provided inlet airflow as a function of plug position and pressure. The motor that drove the variable position plug was housed in an insulated and heated motor box. The inlet flow was then ducted outside the wind tunnel and vented to atmosphere. Unlike many inlet models, the current inlet models depended on the pressure differential between tunnel total-pressure and atmospheric-pressure to drive the inlet flow and did not have a separate ejector system used for this purpose.

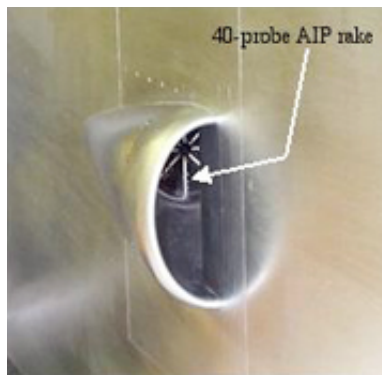


Figure 2.- Photograph of inlet model mounted on tunnel sidewall.

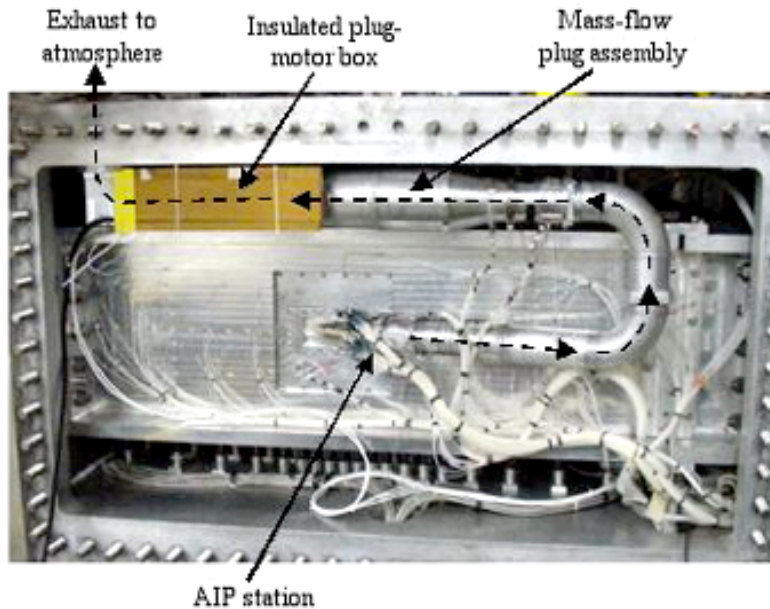


Figure 3.- Photograph showing inlet installation from backside of sidewall (tunnel plenum wall removed).

**Instrumentation:** Inlet diffuser instrumentation consisted of 74 static pressure orifices (30 each on the upper and lower wall centerlines and 7 each on each sidewall). To obtain inlet pressure recovery and distortion parameters, a 40-probe total pressure rake with 8 arms (located  $45^\circ$  apart) and 5 instrumentation rings (5 probes on each arm) was located at the AIP (duct exit). This rake can be seen in the photograph of Figure 2. In addition to the 40 steady state total pressures, 3 dynamic pressure measurements were made on the bottom ( $180^\circ$ ) arm of the rake. They were placed on this arm since it was expected that BLI and duct secondary flow effects would be most severe at the bottom of the duct. Instrumentation in the flow-plug assembly included 3 rakes located  $120^\circ$  apart that measured 5 total pressures, 1 static pressure, and 1 total temperature at each rake position; 3 rings of 3 static pressures each located in the bellmouth wall; and a potentiometer that measured plug position. Wind tunnel wall boundary layer was measured with an 8-probe boundary layer rake located beside the inlet at the nominal inlet highlight plane. Because one of the test objectives was to obtain data for CFD code validation, the wind tunnel walls were also instrumented with 51 static pressure orifices in the left-hand sidewall (side with inlet installation), 40 static pressure orifices in the right-hand wall, and 18 static pressure orifices in both the ceiling and floor.

**Data Reduction:** The primary inlet performance parameters used in this paper are inlet pressure recovery,  $P_{T2}/P_{T0}$ , average SAE circumferential distortion descriptor,  $DPCP_{avg}$ , and maximum SAE radial distortion descriptor,  $DPRP_{max}$ . The SAE distortion descriptors had all empirical sensitivity constants set to

1.0 and offset terms set to 0.0 (see ref. 13). In this form,  $DPCP_{avg}$  is equal to the average distortion intensity and is defined by equation (1).

$$DPCP_{avg} = Intensity_{avg} = \sum(Intensity_i/5)_{i=1-5}, \text{ where} \quad (1a)$$

$$Intensity_i = \frac{PAV_i - PAVLOW_i}{PAV_i} \text{ and } i = \text{ring number on AIP rake.} \quad (1b)$$

The SAE radial distortion descriptor is defined by equation (2).

$$DPRP_i = \frac{P_{T2} - (\text{averagering pressure})_i}{P_{T2}}, \text{ where } i = \text{ring number on AIP rake and} \quad (2a)$$

$$DPRP_{max} = \text{maximum value of } DPRP_i \text{ at each test condition.} \quad (2b)$$

Inlet pressure recovery is defined by equation (3).

$$P_{T2}/P_{T0} = \text{Average AIP rake total pressure}/P_{T0} \quad (3)$$

**Test Conditions:** One of the test objectives was to evaluate the performance of S-duct inlets with large amounts of BLI (see Table 1) at realistic operating conditions (high subsonic Mach numbers and full-scale Reynolds numbers). A nominal full-scale Reynolds number (based on engine diameter) for a notional BWB transport aircraft is  $13.9 \times 10^6$  at  $M = 0.85$  and 11,887 meters altitude. The nominal test conditions for the current study are given in Table 2.

TABLE 2.- Nominal test conditions.

M	T <sub>T0</sub> , K	P <sub>T0</sub> , kPa	Re/m	Re <sub>D2</sub>	W2C/A <sub>i</sub> , kg/s•m <sup>2</sup>	A0AH
0.25	100	434	$112 \times 10^6$	$6.9 \times 10^6$	99 - 163	0.98 – 1.58
0.40	100	434	$167 \times 10^6$	$10.4 \times 10^6$	99 - 165	0.64 – 1.06
0.60	100	427	$223 \times 10^6$	$13.9 \times 10^6$	99 - 173	0.47 – 0.82
0.80	100	352	$223 \times 10^6$	$13.9 \times 10^6$	99 - 175	0.40 – 0.72
0.83	144	221	$82 \times 10^6$	$5.1 \times 10^6$	99 - 181	0.39 – 0.72
0.83	144	262	$98 \times 10^6$	$6.1 \times 10^6$	99 - 181	0.39 – 0.72
0.83	144	303	$115 \times 10^6$	$7.1 \times 10^6$	99 - 181	0.39 – 0.72
0.83	144	365	$138 \times 10^6$	$8.6 \times 10^6$	99 - 181	0.39 – 0.72
0.83	100	214	$138 \times 10^6$	$8.6 \times 10^6$	99 - 178	0.39 – 0.72
0.83	100	290	$187 \times 10^6$	$11.6 \times 10^6$	99 - 178	0.39 – 0.72
0.83	100	345	$223 \times 10^6$	$13.9 \times 10^6$	99 - 178	0.39 – 0.72

Since the model was attached to the tunnel sidewall, angle-of-attack and beta were fixed at value of zero-degrees. Because the facility adaptive wall capability was inoperable at the time of this study, the walls were locked in a fixed position and the maximum Mach number that could be tested was  $M = 0.83$ . A Reynolds number sweep was conducted at  $M = 0.83$  and a Reynolds number per meter of  $138 \times 10^6$  was tested at two different combinations of tunnel total temperature and total pressure. Inlet mass-flow was varied by changing plug position relative to a bellmouth; the A0AH and W2C/A<sub>i</sub> values shown in Table 2 are nominal measured values. The maximum design value (top of climb) of W2C/A<sub>i</sub> was about 209 kg/s•m<sup>2</sup> (cruise would be less); because of the larger than estimated boundary layer thickness on the tunnel wall mentioned previously, the actual maximum airflow value obtained was less as shown in Table 2.

## Results

Effect of Mach Number and Airflow: Inlets for subsonic podded nacelles typically have pressure recovery of 0.98 or better. Any pressure recovery losses incurred for this inlet type are dominated by friction drag and lip separation (only at off-design conditions). It is not unusual to assume perfect recovery ( $P_{T2}/P_{T0} = 1.0$ ) during aircraft conceptual design for these type inlets (see ref. 14).

For BLI S-duct inlets, duct curvature and boundary layer ingestion introduces additional losses to inlet pressure recovery performance. As indicated in references 8 and 15, the first bend in an S-duct inlet causes a top-to-bottom pressure differential that creates secondary flows along the duct wall; these secondary flows tend to migrate the wall boundary layer toward the low pressure side of the bend (lower wall for current investigation). If sufficient boundary layer is accumulated, it produces a lift-off effect or separation of the inlet core flow. Although it might be expected that the second bend in an S-duct would reverse or mitigate this effect, studies have indicated that this is not the case. References 8 and 14 indicate that the S-duct  $P_{T2}/P_{T0}$  penalty relative to a straight duct is about 2 percent. An additional pressure recovery penalty is incurred because of the large amount of boundary layer ingestion for the current model (Nominal  $\delta/H_i = 0.43$  for inlet D; see table 1). References 10 and 16 indicate about a 2 percent penalty for increasing ingested boundary layer thickness to nominal  $\delta/H_i$  values of about 0.1 to 0.2 (significantly less than that for Inlet D).

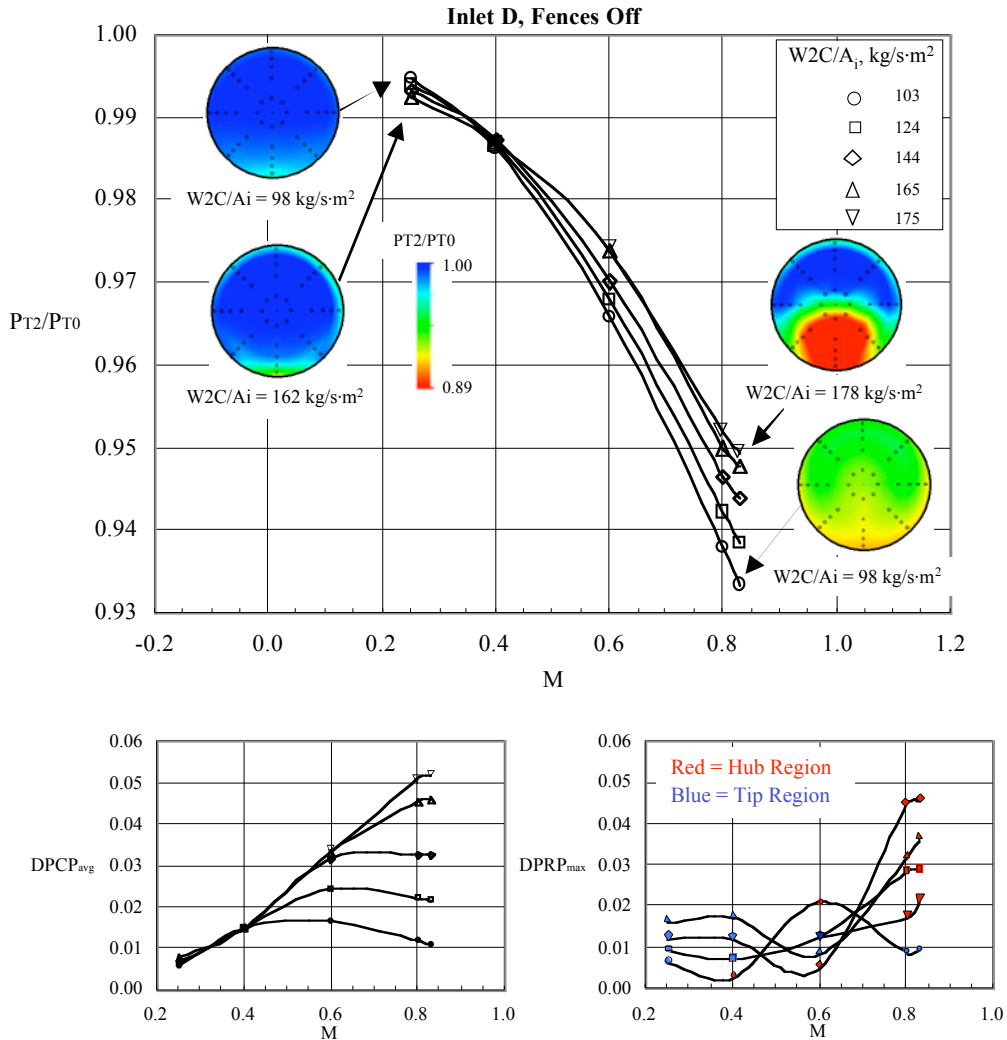


Figure 4.- Performance of Inlet D

Inlet performance for Inlet D of the current investigation is presented in Figure 4. The trends indicated in Figure 4 are typical for all four inlet configurations tested. The effects of Mach number and inlet airflow on pressure recovery,  $P_{T2}/P_{T0}$ , are shown in the upper portion of the figure. In addition, representative total-pressure-ratio contour plots at the duct exit (AIP) are provided at the four test condition extremes of Mach number and airflow ( $W2C/A_i$ ). Increasing Mach number resulted in very large reductions in inlet pressure recovery. This trend with Mach number is typical of most inlets but the losses are exaggerated by the S-duct inlet shape and the large amount of boundary layer ingestion. The losses are larger than those reported from previous investigations of BLI. At  $M = 0.25$ , the pressure recovery loss is primarily caused by friction on the duct wall and losses of less than 1-percent were measured (note the total-pressure-ratio contour plots at  $M = 0.25$ ). As indicated by the total-pressure-ratio contour plots at  $M = 0.83$  that show a large low-pressure region near the bottom duct wall (particularly at high airflow rates near cruise), pressure recovery loss at high Mach numbers is dominated by duct curvature and BLI effects and pressure recovery losses of over 6-percent were measured. This amount of pressure recovery loss could be devastating to engine performance and commercial viability of a BLI transport concept; future research into methods for mitigating duct curvature and BLI losses is required.

As indicated in Figure 4, inlet pressure recovery is also a function of inlet airflow. At  $M = 0.25$ , where duct curvature and BLI effects are very small, pressure recovery decreases slightly with increasing airflow while at  $M > 0.4$ , pressure recovery increases with increasing airflow. At low Mach numbers and low throttle or airflow settings, the inlet is able to meet airflow requirements with very small losses (basically friction) and thus pressure recovery is high. However, at high throttle settings, the inlet throat area is too small and the inlet must “suck” air into the duct from the surrounding flow field (stream tube larger than inlet area). This can not only create larger lip losses (internal lip separation can occur in the extreme case) but also “suck” additional boundary layer into the duct and thus lower pressure recovery. A larger “pool” of lower total-pressure air (a duct curvature/BLI effect) near the duct lower wall can be noted for the  $W2C/A_i = 162 \text{ kg/s}\cdot\text{m}^2$  contour plot relative to the  $W2C/A_i = 98 \text{ kg/s}\cdot\text{m}^2$  contour plot. In addition, the  $W2C/A_i = 162 \text{ kg/s}\cdot\text{m}^2$  contour plot shows a ring of lower total-pressure air around the circumference of the duct exit (an inlet lip effect) that is not evident on the  $W2C/A_i = 98 \text{ kg/s}\cdot\text{m}^2$  contour plot. At high subsonic speeds, the inlet is operating near design and pressure recovery losses will be dominated by duct curvature and BLI effects. Since the percentage of BLI relative to total airflow decreases with increasing airflow (the amount of BLI will remain nearly constant), the pressure recovery losses decrease and pressure recovery increases with increasing airflow at high subsonic speeds.

The effect on Mach number and inlet airflow on SAE circumferential and radial distortion descriptors is shown on the bottom portion of Figure 4. Acceptable static distortion levels are generally considered to be below a range from 0.04 to 0.05. Based on this level, the distortion levels shown in Figure 4 are marginal at Mach numbers and airflows near cruise. This result indicates that some form of flow control could be beneficial for the inlets of this study. Inlet distortion generally increased with increasing Mach number and increasing airflow (particularly for  $M > 0.4$ ). This result is vividly illustrated by comparing the four total-pressure-ratio contour plots provided at the top of Figure 4. It should be noted that although increased airflow was beneficial to pressure recovery at  $M > 0.4$ , the opposite was true for distortion over the same Mach range. It is also interesting to note that the highest levels of maximum radial distortion generally occurred in the hub region of the AIP.

Effect of Inlet Aperture Geometry: Four inlet aperture configurations, two aperture shapes (semi-circular and semi-elliptical) with two lip thicknesses each, were tested in the current investigation (see Figure 1 and Table 1). The semi-circular shape is similar to the original BWB BLI inlet design (see refs. 5, 6, and 8). The semi-elliptical shape was included to 1) take advantage of a potentially favorable pressure field of the upper diffuser wall upon the lower diffuser wall and thus weaken internal secondary flows, and 2) increase the amount of boundary layer ingested and thus take advantage of the potential benefits described in reference 1 (note that these benefits are not addressed in the current investigation). The  $a/b = 2.0$  inlet lip was designed for cruise conditions between  $0.77 < M < 0.83$  and the  $a/b = 3.0$  inlet lip was designed for cruise at  $M > 0.83$ . Figure 5 presents a comparison of inlet performance for these configurations as a function of Mach number at two airflow values. At  $M > 0.4$ , the semi-circular aperture shape (Inlets A and B) produced lower distortion and higher pressure recovery than the semi-elliptical aperture shape (Inlets C and D). For a given inlet throat area, the semi-elliptical inlet will ingest more boundary layer than the semi-circular inlet because it is wider

than and not as high as the semi-circular inlet. This results in an increase in measured nominal  $\bar{\Gamma}/H_i$  from 0.358 for the semi-circular inlets to 0.434 for the semi-elliptical inlets. If the semi-elliptical shape produced any favorable effects on internal duct secondary flows, they were more than offset by the detrimental effects of BLI discussed previously for figure 4. This means that the detrimental BLI effects on inlet performance must either be alleviated by new flow control technologies or that the potential benefits discussed in reference 1 must offset the detrimental effects on inlet performance in order for BLI inlets to be a viable concept.

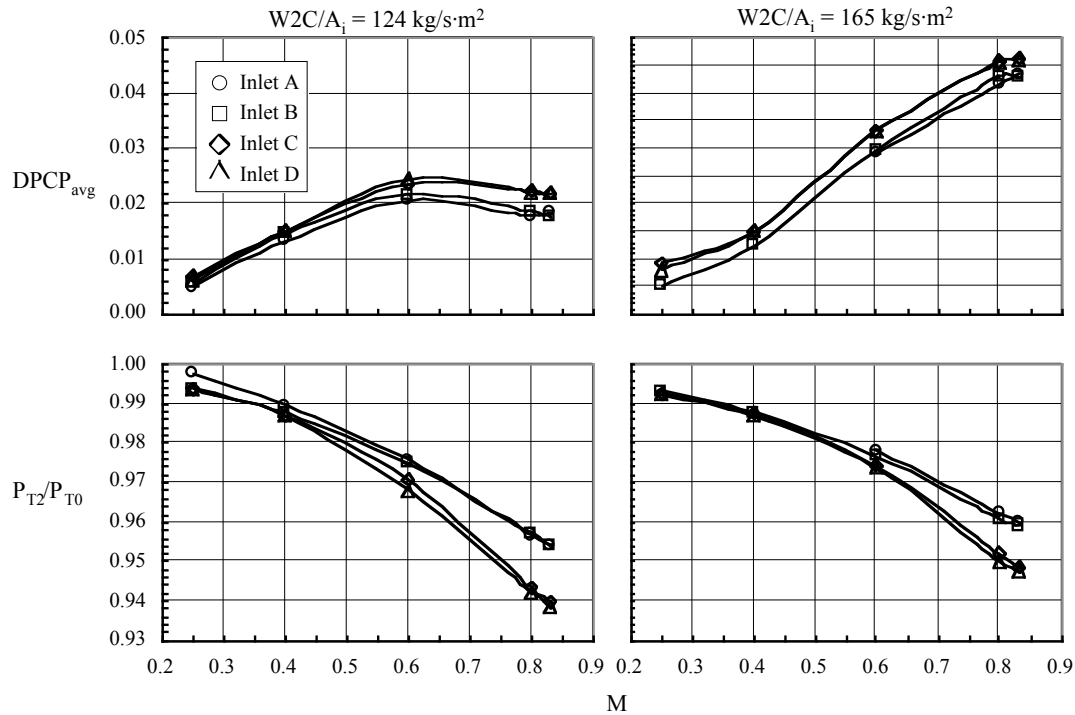


Figure 5.- Inlet performance comparison of Inlets A, B, C, and D.

In general, inlet lip thickness only had a small effect on inlet performance. As might be expected, a thicker lip improved pressure recovery of the semi-circular inlet configuration at low speeds (comparison data not obtained at the low speed, high-airflow rate) but a similar improvement was not measured for the semi-elliptical inlet. As mentioned previously, the facility adaptive wall capability was inoperable at the time of this study and Mach numbers above 0.83 could not be obtained. Thus, the potential benefits of a sharp inlet lip at  $M > 0.83$  could not be verified. It appears that there is a cross-over in inlet distortion at  $M = 0.83$ , but higher Mach test data are needed to verify that this benefit of a sharper inlet exists at higher speeds.

**Effect of Reynolds Number:** Using the variable temperature and pressure capability of the 0.3-Meter Transonic Cryogenic Tunnel (refs. 11 and 12), a Reynolds number sweep was conducted at  $M = 0.83$ . As shown in Table 2, Reynolds number per meter was varied from  $82 \times 10^6$  to  $223 \times 10^6$  (full scale for notional BWB aircraft). The effect of Reynolds number on the performance of Inlet A (semi-circular aperture) and Inlet C (semi-elliptical aperture) is presented in figure 6 as a function of airflow at a Mach number of 0.83. As indicated at the top of figure 6, Reynolds number has a negligible effect on the inlet circumferential distortion descriptor. There is a very slight tendency for distortion to be reduced by increasing Reynolds number at the very highest airflow tested. Although the effect is small (less than one half percent), increasing Reynolds number increased inlet pressure recovery. Based on measured boundary layer thicknesses, this improvement in pressure recovery cannot be attributed to a Reynolds number effect on boundary layer thickness or amount of BLI. Thus, by elimination, the pressure recovery improvement must be associated with an improvement in the internal duct flow characteristics such as secondary flow and/or separation.



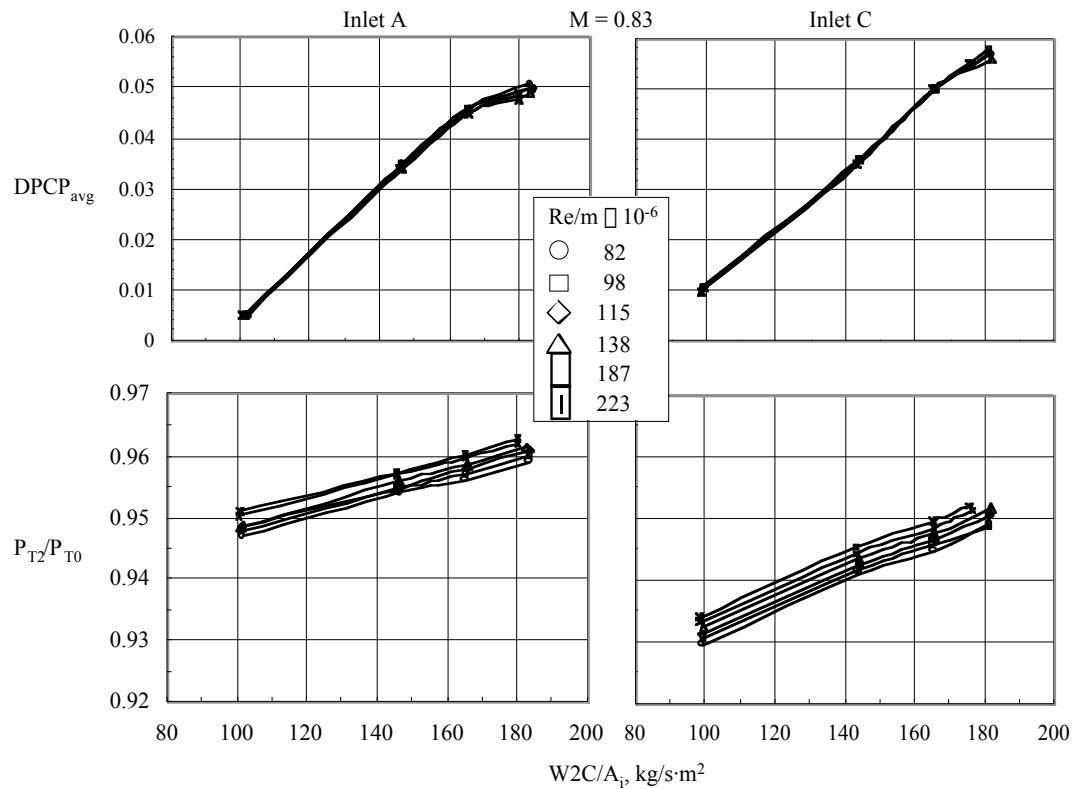


Figure 6.- Effect of Reynolds number on inlet performance at  $M = 0.83$ .

**Effect of Boundary Layer Profile:** The measured shape factor of the natural wall boundary layer in the 0.3-Meter Transonic Cryogenic Tunnel at the inlet face plane was about 1.49. In flight, the boundary layer entrance profile can be quite different from that created on a wind tunnel facility wall because of other factors – shock-boundary layer interaction ahead of the diffuser for example. To obtain a measure of inlet performance sensitivity to boundary layer profile, Inlet A was tested with two fences installed in front of the inlet face. A photograph of the fence installation is shown on the top-left of figure 7. Utilizing an upstream device to perturb boundary layer profile has been used in several previous investigations; chains and fences were utilized in references 7 and 8, and a backward facing step was utilized in reference 10. The effects of fence installation on boundary layer profile and inlet performance of Inlet A from the current investigation are shown in figure 7. It should be noted that at some unknown time during the fence-on testing, a portion of the fence wires broke and were lost downstream. However, the boundary layer profile shown on the upper-right portion of figure 7 was measured simultaneously with the performance data shown at  $M = 0.6$ .

The effect of a distorted boundary layer profile on the performance of Inlet A at  $W2C/A_i = 152 \text{ kg/s} \cdot \text{m}^2$  is shown on the lower half of figure 7 as a function of Mach number. Distortion of the boundary layer profile was detrimental to both inlet distortion and pressure recovery. The result shown in figure 7 for the effect of a distorted boundary layer profile on pressure recovery is almost identical to that reported in reference 10. Reference 10, which utilized a backward step to perturb the boundary layer, measured a 0.0071 reduction in pressure recovery at a throat Mach number of 0.7 as a result of distorting the entrance profile; the current investigation resulted in a 0.0058 reduction in pressure recovery at a free-stream Mach number of 0.6 as a result of distorting the entrance profile. However, an opposite trend on inlet distortion was measured in the current investigation from that reported in reference 10. In reference 10, although a thick boundary layer and a thick boundary layer with distorted entrance profile both caused higher distortion than a thin boundary layer, perturbing the thick boundary layer actually reduced inlet distortion from that produced by the unperturbed thick boundary layer. In the current investigation, perturbing the entrance profile of a thick boundary layer (significantly thicker than that reported in reference 10) increased inlet distortion. Although the fences used during the current investigation may not produce a realistic entrance boundary layer profile,

the results make it clear that inlet performance is not only a function of the amount of BLI but also a function of boundary layer health (shape factor) and upstream disturbances.

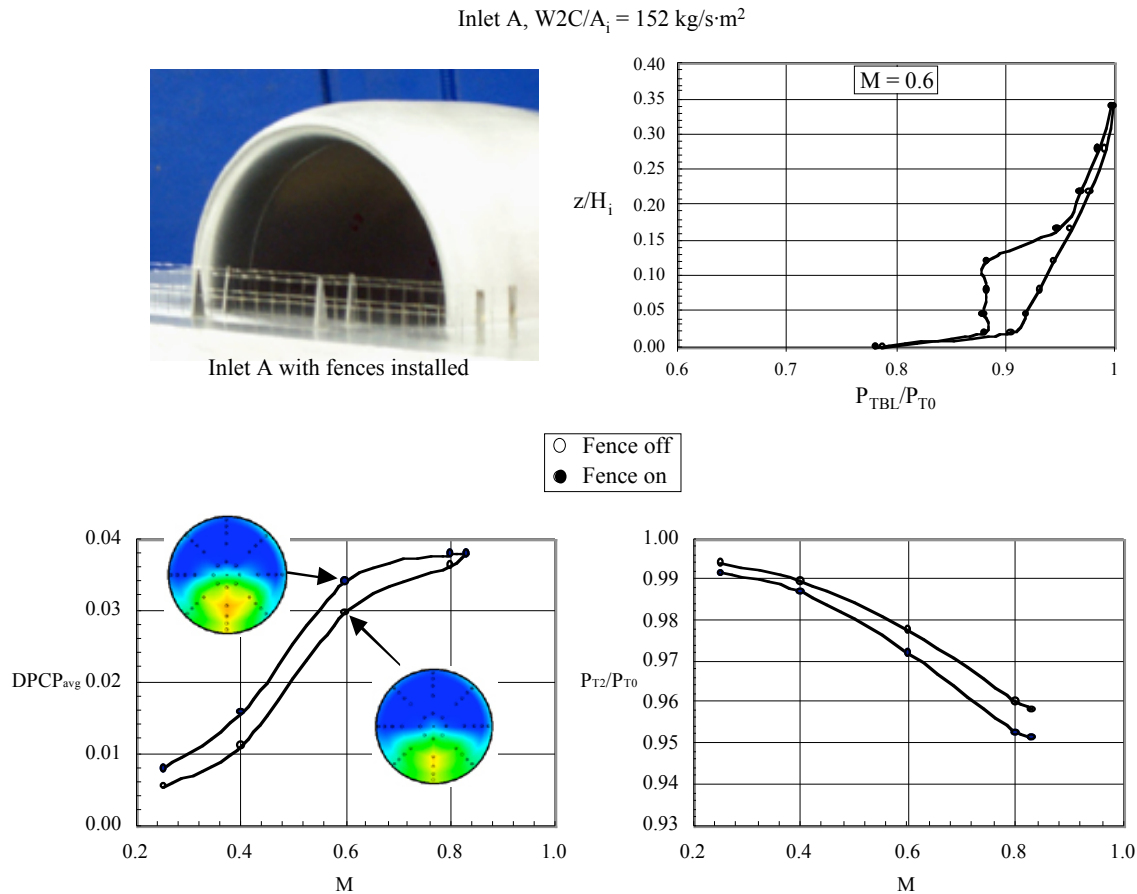


Figure 7.- Effect of a distorted entrance boundary layer profile on inlet performance.

## Conclusions

A new high Reynolds number test capability for boundary layer ingesting inlets has been developed for the NASA Langley Research Center 0.3-Meter Transonic Cryogenic Tunnel. Using this new capability, an experimental investigation of four S-duct inlet configurations with large amounts of boundary layer ingestion (nominal boundary layer thickness of about 40% of inlet height) was conducted at realistic operating conditions (high subsonic Mach numbers and full-scale Reynolds numbers). The results from this investigation have indicated the following conclusions.

1. Ingestion of a large amount of boundary layer into an S-duct inlet causes a significant decrease in inlet pressure recovery on top of losses associated with duct friction, inlet lip separation, or duct curvature.
2. Increasing free-stream Mach number was generally detrimental to boundary layer ingesting (BLI) S-duct inlet performance (pressure recovery and distortion). The losses at high subsonic speeds are dominated by duct curvature and BLI effects.
3. Increasing inlet airflow (engine throttle setting) increased inlet pressure recovery at Mach numbers above 0.4 but also increased inlet distortion. The increase in pressure recovery is attributable to a reduction in the relative amount of BLI as inlet mass-flow is increased.

4. At a Mach number of 0.25, increasing engine throttle setting decreased inlet pressure recovery. At this speed, the inlet mass-flow ratio is generally greater than 1.0 (inlet stream tube is larger than inlet throat area) and amount of boundary layer is “sucked” into the inlet increases with increasing engine throttle setting.
5. Because of increased BLI, BLI inlets with semi-elliptical apertures have lower inlet performance (lower pressure recovery and higher distortion) than inlets with semi-circular apertures. Inlet lip thickness had only a small effect on inlet performance for the range of variables tested.
6. Increasing Reynolds number had a negligible effect on inlet distortion but increased inlet pressure recovery.
7. Distorting the boundary layer entrance profile reduced inlet performance of the BLI S-duct inlets of the current investigation.
8. Because of the impact of Reynolds number and boundary layer entrance profile on inlet performance, it is important that future investigations on BLI S-duct inlet configurations be conducted at as realistic test conditions as possible.

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